

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBO1H

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: Hamilton County Public Works/Delhi Township CODE# 061-00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/12/03

CONTACT: Tim Gilday PHONE # (513) 946-8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 E-MAIL tim.gilday@hamilton-co.org

PROJECT NAME: GREENWELL/GLENROY/SCHROER ROAD & DRAINAGE IMPROVEMENT

SUBDIVISION TYPE

(Check only 1)

- ☒ 1. County  
☐ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,305,000.00  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☒ 6. Stormwater

TOTAL PROJECT COST: \$ 1,450,000.00

FUNDING REQUESTED: \$ 1,305,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,305,000 LOAN ASSISTANCE: \$ \_\_\_\_\_  
SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.  
RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check only 1)

- ☒ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2003 SEP 10 AM 10:30

FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_  
Local Participation \_\_\_\_\_ %  
OPWC Participation \_\_\_\_\_ %  
Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_  
Loan Interest Rate: \_\_\_\_\_ %  
Loan Term: \_\_\_\_\_ years  
Maturity Date: \_\_\_\_\_  
Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_  
SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:  
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT  
DOLLARS

a.) Basic Engineering Services:

\$ \_\_\_\_\_ .00

Preliminary Design \$ \_\_\_\_\_ . 00

Final Design \$ \_\_\_\_\_ . 00

Bidding \$ \_\_\_\_\_ . 00

Construction Phase \$ \_\_\_\_\_ . 00

Additional Engineering Services

\$ \_\_\_\_\_ .00

\*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ \_\_\_\_\_ .00

c.) Construction Costs:

\$ 1,450,000.00

d.) Equipment Purchased Directly:

\$ \_\_\_\_\_ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance  
Applications Only)

\$ \_\_\_\_\_ .00

f.) Construction Contingencies:

\$ \_\_\_\_\_ .00

g.) TOTAL ESTIMATED COSTS:

\$ 1,450,000.00

\*List Additional Engineering Services here:  
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>145,000.00</u>	<u>10</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>145,000.00</u>	<u>10</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,305,000.00</u>	<u>90</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,305,000.00</u>	<u>90</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,450,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date:  
STATUS: (Check one)  
    Traditional  
    Local Planning Agency (LPA)  
    State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME: GREENWELL/GLENROY/SCHROER ROAD & DRAINAGE IMPROVEMENT**

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

The project is located in Delhi Township (*please see the attached location map*). The construction limits are as follows:

**Greenwell Road:**

From the intersection of Mt. Alverno Road to the intersection of Delhi Pike.

The project also involves all of Glenroy Avenue and Schroer Avenue, each from its beginning to terminus point.

**PROJECT ZIP CODE: 45233**

**B: PROJECT COMPONENTS:**

Rehabilitate/widen Greenwell Road as per plan, rehabilitate Glenroy and Schroer Avenues as per plan, construct a stormwater basin at the terminus of Schroer Avenue for stormwater control.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

**Greenwell Road:**

Project length is 1,840 LF with a proposed varying roadway width of 26 feet.

**Glenroy Avenue:**

Project length is 582 LF with a proposed varying roadway width of 25 feet.

**Schroer Avenue:**

Project length is 501 LF with a proposed varying roadway width of 25 feet.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 8,194 Year: 2003 Projected ADT:    Year: 2012

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$       Proposed Rate: \$

Stormwater: Number of households served:

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 50 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	<u>\$ 1,450,000.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	<u>\$ 350,000.00</u>

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>03 / 01 / 02</u>	<u>11 / 29 / 02</u>
4.2 Bid Advertisement and Award:	<u>11 / 28 / 04</u>	<u>12 / 31 / 04</u>
4.3 Construction:	<u>09 / 15 / 05</u>	<u>12 / 31 / 06</u>
4.4 Right-of-Way/Land Acquisition:	<u>01 / 15 / 04</u>	<u>11 / 30 / 04</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER William W. Brayshaw  
TITLE Hamilton County Engineer  
STREET 10480 Burlington Road  
CITY/ZIP Cincinnati, OH 45231  
PHONE (513) 946 - 8902  
FAX (513) 946 - 8901  
E-MAIL william.brayshaw@hamilton-co.org

#### 5.2 CHIEF FINANCIAL

OFFICER Dusty Rhodes  
TITLE Hamilton County Auditor  
STREET 138 East Court Street  
Room 304, CAB  
CITY/ZIP Cincinnati, OH 45202  
PHONE (513) 946 - 4045  
FAX (513) 946 - 4043  
E-MAIL auditor@fuse.net

#### 5.3 PROJECT MANAGER

Timothy Gilday  
TITLE Planning & Design Engineer  
STREET 10480 Burlington Road  
CITY/ZIP Cincinnati, OH 45231  
PHONE (513) 946 - 8914  
FAX (513) 946 - 8901  
E-MAIL tim.gilday@hamilton-co.org

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ X ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ X ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer  
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-15-03  
Signature/Date Signed

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

## STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Greenwell/Glenroy/Schroer Road Improvement project will have a useful life of at least 50 years.

### CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

  
WILLIAM W. BRAYSHAW, P.E., - P.S.  
HAMILTON COUNTY ENGINEER

## CONSTRUCTION COST ESTIMATE

## GREENWELL/GLENROY/SCHROER ROADS AND STORMWATER BASIN

GREENWELL/GLENROY/SCHROER ROADS SUMMARY OF ESTIMATED QUANTITIES				ENGINEER'S ESTIMATE	
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	ITEM COST
<b>ROADWAY</b>					
201	CLEARING AND GRUBBING	LUMP	1.00	\$10,000.00	\$10,000.00
202	PAVEMENT REMOVED	SQ YD	250.00	\$6.50	\$1,625.00
202	WALK REMOVED	SQ FT	100.00	\$1.20	\$120.00
202	STEPS REMOVED	FT	25.00	\$10.00	\$250.00
202	CURB REMOVED	FT	232.00	\$2.50	\$580.00
202	CURB AND GUTTER REMOVED	FT	157.00	\$3.50	\$549.50
202	PIPE REMOVED, 24" AND UNDER	FT	650.00	\$9.00	\$5,850.00
202	PIPE REMOVED, OVER 24"	FT	100.00	\$22.00	\$2,200.00
202	INLET REMOVED	EACH	10.00	\$275.00	\$2,750.00
202	FENCE REMOVED FOR REUSE	FT	500.00	\$3.00	\$1,500.00
203	EXCAVATION NOT INCLUDING EMBANKMENT	CU YD	2000.00	\$10.00	\$20,000.00
203	EMBANKMENT	CU YD	1980.00	\$6.00	\$11,880.00
203	BORROW	CU YD	1500.00	\$20.00	\$30,000.00
204	SUBGRADE COMPACTION	SQ YD	3000.00	\$1.00	\$3,000.00
204	SUBGRADE COMPACTION (DRIVEWAYS)	SQ YD	1575.00	\$1.00	\$1,575.00
204	PROOF ROLLING	HR	25.00	\$125.00	\$3,125.00
SPECIAL	HEADWALL REMOVED	LUMP	2.00	\$2,000.00	\$4,000.00
SPECIAL	RETAINING WALL REMOVED	LF	48.00	\$75.00	\$3,600.00
SPECIAL	MAILBOX REMOVED AND RESET	EACH	15.00	\$100.00	\$1,500.00
SPECIAL	FLAGPOLE REMOVED AND GIVEN TO PROPERTY OWNER	EACH	1.00	\$100.00	\$100.00
SPECIAL	REMOVE AND REERECT EXISTING LIGHT POLE	EACH	6.00	\$700.00	\$4,200.00
<b>EROSION CONTROL</b>					
659	TOPSOIL FURNISHED AND PLACED	CU YD	1000.00	\$25.00	\$25,000.00
659	COMMERCIAL FERTILIZER	TON	2.00	\$350.00	\$700.00
659	AGRICULTURAL LIME	TON	5.00	\$70.00	\$350.00
659	WATER	MGAL	35.00	\$3.50	\$122.50
659	REPAIR SEEDING AND MULCHING	SQ YD	440.00	\$1.00	\$440.00
659	SEEDING AND MULCHING	SQ YD	5000.00	\$5.00	\$25,000.00
877	PERIMETER FILTER FABRIC FENCE	FT	5200.00	\$2.00	\$10,400.00
877	INLET PROTECTION	FT	1500.00	\$4.00	\$6,000.00
<b>DRAINAGE</b>					
603	12" CONDUIT, TYPE B	FT	1956.00	\$40.00	\$78,240.00
603	15" CONDUIT, TYPE B	FT	142.00	\$45.00	\$6,390.00
603	21" CONDUIT, TYPE B	FT	33.00	\$50.00	\$1,650.00
603	24" CONDUIT, TYPE B	FT	567.00	\$55.00	\$31,185.00
603	SLOTTED DRAIN	FT	25.00	\$65.00	\$1,625.00
603	27" CONDUIT, TYPE B	FT	109.00	\$55.00	\$5,995.00
603	30" CONDUIT, TYPE B	FT	206.00	\$60.00	\$12,360.00
603	48" CONDUIT, TYPE B	FT	736.00	\$100.00	\$73,600.00
603	54" CONDUIT, TYPE B	FT	262.00	\$110.00	\$28,820.00
604	CATCH BASIN, NO. 3	EACH	11.00	\$1,600.00	\$17,600.00
604	CATCH BASIN, NO. 3A	EACH	11.00	\$1,500.00	\$16,500.00
604	CATCH BASIN, NO. 2-2A	EACH	2.00	\$800.00	\$1,600.00
604	MANHOLE NO. 3	EACH	26.00	\$1,900.00	\$49,400.00
604	MANHOLE ADJUSTED TO GRADE	EACH	6.00	\$350.00	\$2,100.00
604	MANHOLE RECONSTRUCTED TO GRADE	EACH	2.00	\$1,000.00	\$2,000.00



## CONSTRUCTION COST ESTIMATE

## GREENWELL/GLENROY/SCHROER ROADS AND STORMWATER BASIN

GREENWELL/GLENROY/SCHROER ROADS SUMMARY OF ESTIMATED QUANTITIES		ENGINEER'S ESTIMATE			
ITEM	DESCRIPTION	UNIT	QUANTITY	COST	COST
<b>ROADWAY</b>					
SPECIAL	YARD BASIN (HAMILTON COUNTY)	EACH	30.00	\$500.00	\$15,000.00
SPECIAL	FILL AND PLUG EXISTING CONDUIT	FT	500.00	\$35.00	\$17,500.00
<b>PAVEMENT</b>					
252	PAVEMENT PLANING, BITUMINOUS	SQ YD	663.00	\$1.00	\$663.00
301	BITUMINOUS AGGREGATE BASE, TYPE PG64-22	CU YD	580.00	\$65.00	\$37,700.00
301	BITUMINOUS AGGREGATE BASE, PG64-22 (DRIVEWAYS)	CU YD	126.00	\$115.00	\$14,490.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	CU YD	265.00	\$65.00	\$17,225.00
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	CU YD	109.00	\$65.00	\$7,085.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22 (DRIVEWAYS)	CU YD	50.00	\$135.00	\$6,750.00
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22 (VARIABLE DEPTH)	CU YD	299.00	\$60.00	\$17,940.00
452	7" PLAIN CONCRETE PAVEMENT	SQ YD	954.00	\$40.00	\$38,160.00
452	8" PLAIN CONCRETE PAVEMENT	SQ YD	227.00	\$45.00	\$10,215.00
608	5" CONCRETE WALK (SIDEWALKS)	SQ FT	1876.00	\$7.00	\$13,132.00
608	5" CONCRETE WALK (PRIVATE- INCLUDE STEPS)	SQ FT	949.00	\$10.00	\$9,490.00
609	CONCRETE CURB TYPE 6	FT	3783.00	\$16.00	\$60,528.00
609	CONCRETE CURB TYPE 7	FT	155.00	\$13.00	\$2,015.00
609	COMBINATION CURB AND GUTTER, TYPE 2	FT	124.00	\$18.00	\$2,232.00
608	CURB RAMP	SQ FT	480.00	\$10.00	\$4,800.00
<b>WATER WORKS</b>					
638	WATERLINE	LUMP	1.00	\$50,000.00	\$50,000.00
638	VALVE BOX ADJUSTED TO GRADE	EACH	8.00	\$135.00	\$1,080.00
638	METER AND CHAMBER REMOVED AND RESET	EACH	1.00	\$350.00	\$350.00
<b>SANITARY</b>					
604	SANITARY LINE	LUMP	1.00	\$5,000.00	\$5,000.00
604	VALVE BOX ADJUSTED TO GRADE	EACH	10.00	\$135.00	\$1,350.00
<b>TRAFFIC CONTROL</b>					
630	GROUND MOUNTED SUPPORT, NO. 2 POST	FT	99.00	\$6.00	\$594.00
630	GROUND MOUNTED SUPPORT, NO. 3 POST	FT	22.00	\$6.00	\$132.00
630	SIGN, FLAT SHEET, TYPE G	SQ FT	79.00	\$12.00	\$948.00
630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	EACH	8.00	\$8.00	\$64.00
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	8.00	\$12.00	\$96.00
630	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	EACH	1.00	\$6.00	\$6.00
642	TRANSVERSE LINE, YELLOW	MILE	100.00	\$2.00	\$200.00
642	CENTER LINE	MILE	0.40	\$450.00	\$180.00
642	CHANNELIZING LINE	FT	250.00	\$0.50	\$125.00
642	STOP LINE	FT	82.00	\$4.00	\$328.00
642	CROSSWALK LINE	FT	345.00	\$2.00	\$690.00
642	LANE ARROW	EACH	2.00	\$50.00	\$100.00
642	WORD ON PAVEMENT, 72"	EACH	1.00	\$75.00	\$75.00
<b>TRAFFIC SIGNAL</b>					
	TRAFFIC SIGNAL	LUMP	1.00	\$71,475.00	\$71,475.00
<b>MAINTENANCE OF TRAFFIC</b>					
614	MAINTAINING TRAFFIC	LUMP	1.00	\$5,000.00	\$5,000.00
624	MOBILIZATION	LUMP	1.00	\$1,000.00	\$1,000.00

CONSTRUCTION COST ESTIMATE

GREENWELL/GLENROY/SCHROER ROADS AND STORMWATER BASIN

GREENWELL/GLENROY/SCHROER ROADS SUMMARY OF ESTIMATED QUANTITIES		ENGINEER'S ESTIMATE			
ITEM	DESCRIPTION	UNIT	QUANTITY	COST	COST
	ROADWAY				
	MISCELLANEOUS				
603	PRIVATE PIPE CONNECTIONS TO STORM - VARIABLE SIZES (CONTINGENCY)	FT	500.00	\$35.00	\$17,500.00
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	CU YD	46.00	\$65.00	\$2,990.00
	BASED ON 500LF OF EXISTING 20 SECTION RE-PROFIED (CONTINGENCY)				
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, PG64-22	CU YD	46.00	\$65.00	\$2,990.00
	BASED ON 500LF OF EXISTING 20 SECTION RE-PROFIED (CONTINGENCY)				
301	BITUMINOUS AGGREGATE BASE, TYPE PG64-22	CU YD	247.00	\$60.00	\$14,820.00
	BASED ON 500LF OF EXISTING 20 SECTION RE-PROFIED (CONTINGENCY)				
859	CONDUIT, BORED OR JACKED	FT	100.00	\$400.00	\$40,000.00
507	SHEET PILE	LUMP	1.00	\$2,500.00	\$2,500.00
SUBTOTAL ESTIMATED CONSTRUCTION COST					\$1,000,000.00
CONTINGENCIES					\$100,000.00
TOTAL ESTIMATED CONSTRUCTION COST - GREENWELL/GLENROY/SCHROER ROADS					\$1,100,000.00

SCHROER STORMWATER BASIN SUMMARY OF ESTIMATED QUANTITIES		ENGINEER'S ESTIMATE			
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	ITEM COST
202	PAVEMENT REMOVED	SQ YD	320.00	\$6.50	\$2,080.00
202	FENCE REMOVED	FT	815.00	\$2.40	\$1,956.00
202	WALK REMOVED	SQ FT	900.00	\$1.20	\$1,080.00
202	PAVEMENT REMOVED, DRIVEWAY	SQ YD	210.00	\$6.50	\$1,365.00
202	PIPE REMOVED, 36 INCH	LF	110.00	\$22.00	\$2,420.00
601	PAVED GUTTER, ODOT TYPE 1-2	FT	350.00	\$74.00	\$25,900.00
607	FENCE, ODOT 607 TYPE CL	FT	1300.00	\$9.50	\$12,350.00
607	GATE, TYPE CL	EACH	1.00	\$975.00	\$975.00
SPECIAL	TOP SOIL REMOVED, AND REPLACED	CU YD	1300.00	\$11.00	\$14,300.00
SPECIAL	EXCAVATION AND HAULING	CU YD	26000.00	\$21.00	\$546,000.00
SPECIAL	GRADING, SEEDING AND MULCHING	SQ YD	7700.00	\$1.00	\$7,700.00
SPECIAL	CONCRETE PAD (UNDER FENCE)	CU YD	72.00	\$150.00	\$10,800.00
SPECIAL	HEADWALL, ODOT HW-1	EACH	2.00	\$4,300.00	\$8,600.00
SPECIAL	STRUCTURE REMOVED, HOUSE	EACH	6.00	\$3,500.00	\$21,000.00
	MOBILIZATION	LUMP	1.00	\$20,000.00	\$20,000.00
SUBTOTAL ESTIMATED CONSTRUCTION COST					\$282,347.00
* CONTINGENCY					\$67,653.00
TOTAL ESTIMATED CONSTRUCTION COST - SCHROER STORMWATER BASIN					\$350,000.00

GLENROY/SCHROER  
ESTIMATED COST  
SPREADSHEET

SCIP/  
DELHI TOWNSHIP  
RECONSTRUCTION

ITEM	202 CLEAR & GRUB	202 RDWAY REMOVAL	202 PIPE REMOVAL	202 WALK REMOVAL	202 APRON REMOVAL	202 INLET REMOVAL	SPL TREE REMOVAL	203 EXC.	203 UNDER CUT	254 PMT. PLANING
MEASURE	L.S.	S.Y.	L.F.	S.F.	S.Y.	EA.	EA.	C.Y.	C.Y.	S.Y.
COST PER	\$2,000.00	\$10.00	\$10.00	\$2.00	\$8.00	\$160.00	\$400.00	\$15.00	\$50.00	\$6.00
NO.	STREET									
1	GlenroySchroer	0.00	1,640.00	112.00	4,672.00	187.00	3.50	1.00	300.00	250.00
	Subtotal	\$0.00	\$16,400.00	\$1,120.00	\$9,344.00	\$1,496.00	\$560.00	\$400.00	\$4,500.00	\$12,500.00
	Lump Sum	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Subtotal	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Contingencies	0.00	164.00	12.00	467.00	18.00	0.00	0.50	30.00	25.00
	Subtotal	\$0.00	\$1,640.00	\$120.00	\$934.00	\$144.00	\$0.00	\$0.50	\$450.00	\$1,250.00
	Total Quantity	1.00	1,804.00	124.00	5,139.00	205.00	3.50	1.50	330.00	275.00
	Total Price	\$2,000.00	\$18,040.00	\$1,240.00	\$10,278.00	\$1,640.00	\$560.00	\$4,950.00	\$13,750.00	\$720.00

GLENROY/SCHROER  
ESTIMATED COST  
SPREADSHEET

SCIP/  
DELHI TOWNSHIP  
RECONSTRUCTION

ITEM	301 BIT. AGG. BASE	304 AGG. BASE	448 A.C. CON. SUR. RD.	452 P.P.C. CON. PMT.	603 12" CONDUIT TYPE B	603 15" CONDUIT TYPE B	603 12" SUMP COLL. LINE	603 3" SUMP LAT. LINE	603 3" CLEANOUT
MEASURE	C. Y.	C. Y.	C. Y.	S. Y.	LF.	LF.	LF.	LF.	LF.
COST PER	\$100.00	\$35.00	\$95.00	\$35.00	\$35.00	\$45.00	\$30.00	\$20.00	\$100.00
NO.	STREET								
1	GlenroySchroer	131.00	537.50	60.00	160.00	140.00	66.00	450.00	80.00
	Subtotal	\$13,100.00	\$18,812.50	\$5,700.00	\$5,600.00	\$4,900.00	\$2,970.00	\$13,500.00	\$1,600.00
	Lump Sum	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Subtotal	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Contingencies	13.00	54.00	6.00	16.00	14.00	6.50	45.00	8.00
	Subtotal	\$13.00	\$1,890.00	\$570.00	\$560.00	\$490.00	\$292.50	\$1,350.00	\$160.00
	Total Quantity	144.00	591.50	66.00	176.00	154.00	72.50	495.00	88.00
	Total Price	\$14,400.00	\$20,702.50	\$6,270.00	\$6,160.00	\$5,390.00	\$3,262.50	\$14,850.00	\$1,760.00
									\$600.00

ESTIMATED COST  
SPREADSHEET

ITEM	603 12"	604 C.B.	604 M.H.	604 M.H.	605 UNDER DRAIN	608 SIDE WALK	608 CURB RAMP	609 TYPE 6 CURB	609 GUTTER	614 MAINT.	623 LAYOUT TRAFFIC STAKES
	CLEANOUT	CONST.	CONST.	RECON.							
MEASURE	LF.	EA.	EA.	EA.	L.F.	S.F.	EA.	L.F.	L.F.	L.S.	L.S.
COST PER	\$150.00	\$1,500.00	\$1,600.00	\$500.00	\$7.50	\$4.00	\$100.00	\$15.00	\$12.00	\$5,000.00	\$2,302.75
NO. STREET											
1	GlenroySchroer										
	Subtotal	4.00	4.50	1.00	2.50	4,128.00	2.00	50.50	1,003.50	0.00	0.00
	Lump Sum	\$600.00	\$6,750.00	\$1,600.00	\$1,250.00	\$16,512.00	\$200.00	\$757.50	\$12,042.00	\$0.00	\$0.00
	Subtotal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
	Contingencies	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00	\$2,302.75
	Subtotal	0.00	0.00	0.00	0.00	413.00	0.00	5.00	100.00	0.00	0.00
		\$0.00	\$0.00	\$0.00	\$0.00	\$1,652.00	\$0.00	\$75.00	\$1,200.00	\$0.00	\$0.00
	Total Quantity	4.00	4.50	1.00	2.50	4,541.00	2.00	55.50	1,103.50	1.00	1.00
	Total Price	\$600.00	\$6,750.00	\$1,600.00	\$1,250.00	\$18,164.00	\$200.00	\$832.50	\$13,242.00	\$5,000.00	\$2,302.75

ESTIMATED COST  
SPREADSHEET

ITEM	SPL TOP SOIL	SPL SEED & MULCH	SPL W.W. ITEMS	SPL TENSAR FABRIC	623 GEOTEX	SPL FINISH GRADE	
MEASURE	C.Y.	S.Y.	L. S.	S.Y.	S.Y.	L. S.	
COST PER	\$20.00	\$1.50	\$30,000.00	\$3.00	\$1.50	\$10.00	TOTAL COST \$
NO. STREET							
1 GlenroySchroer	50.00	600.00	0.00	1,300.00	1,300.00	100.00	
Subtotal	\$1,000.00	\$900.00	\$0.00	\$3,900.00	\$1,950.00	\$1,000.00	\$159,784.00
Lump Sum	0.00	0.00	1.00	0.00	0.00	0.00	
Subtotal	\$0.00	\$0.00	\$30,000.00	\$0.00	\$0.00	\$0.00	\$39,302.75
Contingencies	5.50	60.50	0.00	130.00	130.00	10.00	
Subtotal	\$110.00	\$90.75	\$0.00	\$390.00	\$195.00	\$100.00	\$14,426.75
Total Quantity	55.50	660.50	1.00	1,430.00	1,430.00	110.00	
Total Price	\$1,110.00	\$990.75	\$30,000.00	\$4,290.00	\$2,145.00	\$1,100.00	\$225,000.00

This is to certify that upon the satisfactory completion of this work,  
the useful life of the streets on this project will be at least 20 years.

Signed *William W. Boynton* P.E., P.S.

# DELHI TOWNSHIP

## Board of Trustees

Carol A. Espelage

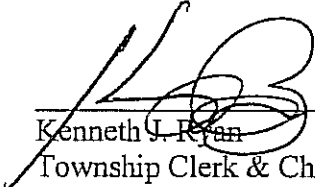
Nicholas J. LaScalea

Ann E. Langdon



## STATUS OF FUNDS

This is to certify that Delhi Townships portion for the funding of the Greenwell/Glenroy/Schroer Mitigation Project is available as of September 1, 2004.



Kenneth J. Ryan

Township Clerk & Chief Financial Officer

# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

FAX (513) 946-4288

**September 8, 2003**

## STATUS OF FUNDS REPORT

Project: **GREENWELL/GLENROY/SCHROER ROAD IMPROVEMENT**

This is to certify that the sum of \$145,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer:



DUSTY RHODES  
HAMILTON COUNTY AUDITOR



# County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250

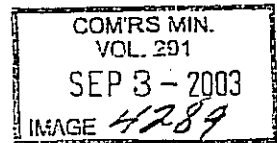
FAX (513) 946-4288

## CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the GREENWELL/GLENROY/SCHROER ROAD IMPROVEMENT project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.



WILLIAM W. BRAYSHAW, P.E.- P.S.  
HAMILTON COUNTY ENGINEER



A RESOLUTION AUTHORIZING THE COUNTY ENGINEER TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION (OPWC) STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED.

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvements to public infrastructure; and

WHEREAS, the County of Hamilton, State of Ohio, is planning to make capital improvements to Apple Hill Road, Dry Fork Road, Greenwell Road, East Kemper Road, Rybolt Road, Sidney Road, West Road, Winton Road and Rapid Run Road; and

WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs.

NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners of Hamilton County, State of Ohio as follows:

SECTION I

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is hereby authorized to apply to the OPWC for funds as described above.

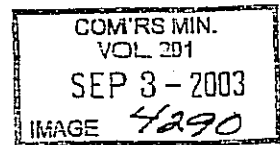
SECTION II

The Hamilton County Engineer, William W. Brayshaw, P.E.-P.S., is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

SECTION III

It is found and determined that all formal action of this Board of Hamilton County Commissioners concerning or related to the adoption of this resolution were adopted in an open meeting of this Board of Hamilton County Commissioners and all deliberations of this Board of Hamilton County Commissioners and any of its committees, if any, that resulted in such formal actions were adopted in meetings open to the public, in compliance with all applicable legal requirements of the Ohio Revised Code.

This resolution shall be in full force and effect from and immediately after its adoption.



BE IT RESOLVED that the Clerk of this Board be, and she is hereby authorized and directed to certify a copy of this Resolution to the County Engineer, County Auditor, County Recorder and Hamilton County Regional Planning Commission.

ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, Ohio this 3rd day of September, 2003.

Mr. Dowlin, AYE

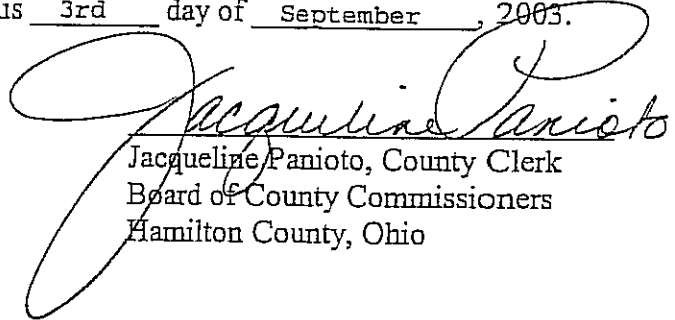
Mr. Heimlich, AYE

Mr. Portune, AYE

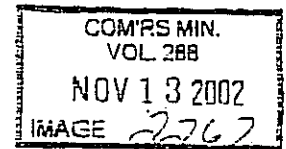
**CERTIFICATE OF CLERK**

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2003.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 3rd day of September, 2003.

  
Jacqueline Panioto, County Clerk  
Board of County Commissioners  
Hamilton County, Ohio

# County of Hamilton



WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

200 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1212

PHONE (513) 946-4250

FAX (513) 946-4288

November 13, 2002

Hamilton County Board of Commissioners  
138 East Court Street, Room 603  
County Administration Building  
Cincinnati, OH 45202

Re: Hamilton County and Delhi Township  
Applying for Joint Funding to the Ohio Public Works Commission  
Greenwell/Glenroy and Schroer Drainage Mitigation Project

Honorable Board:

Please find attached a Resolution for the purpose of Hamilton County and Delhi Township agreeing to jointly file the application with the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

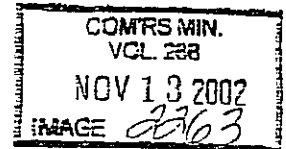
This office respectfully requests your Honorable Board adopt the attached Resolution for the purpose of Hamilton County and Delhi Township agreeing to jointly file the application with the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

Respectfully submitted,

WILLIAM W. BRAYSHAW, P.E.-P.S.  
HAMILTON COUNTY ENGINEER

On motion of Mr. Dowlin, seconded by Mr. Portune the following resolution was adopted...

RESOLUTION FOR THE PURPOSE OF HAMILTON COUNTY  
AND DELHI TOWNSHIP APPLYING FOR JOINT FUNDING TO  
THE OHIO PUBLIC WORKS COMMISSION FOR THE JOINT  
PROJECT KNOWN AS GREENWELL/GLENROY AND SCHROER  
DRAINAGE MITIGATION PROJECT, LOCATED IN DELHI  
TOWNSHIP, HAMILTON COUNTY, OHIO. ENGINEER'S  
PROJECT NUMBER 500120.



BY THE BOARD:

WHEREAS, Hamilton County and Delhi Township desire to apply for joint funding to the Ohio Public Works Commission for the Joint Project known as Greenwell/Glenroy and Schroer Drainage Mitigation Project, located in Delhi township, Hamilton County, Ohio; and

WHEREAS, Hamilton County and Delhi Township will make application to the Ohio Public Works Commission for the Greenwell/Glenroy and Schroer Drainage Mitigation Project; and

WHEREAS, Hamilton County will be the lead agent during the application process; and

WHEREAS, Hamilton County and Delhi Township hereby agree to file the application with the Ohio Public Works Commission jointly for the Greenwell/Glenroy and Schroer Drainage Mitigation Project.

NOW, THEREFORE, BE IT RESOLVED that this Board of County Commissioners, Hamilton County, State of Ohio hereby approve the adoption of this Resolution for the purpose of Hamilton County and Delhi Township applying jointly for joint funding to the Ohio Public Works Commission for the Joint Project known as Greenwell/Glenroy and Schroer Drainage Mitigation Project, located in Delhi township, Hamilton County, Ohio.

ADOPTED at a regular meeting of the Board of County Commissioners of Hamilton County, State of Ohio, this 13th day of November, 2002.

Mr. Dowlin, AYE

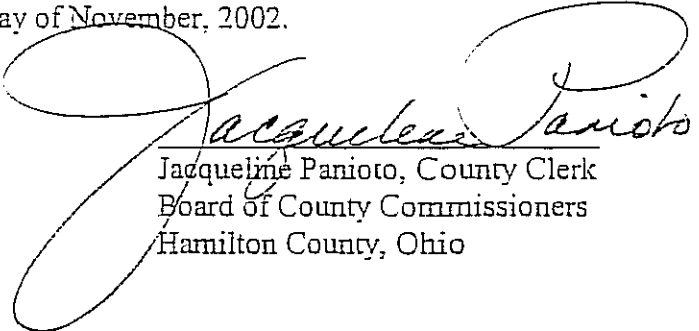
Mr. Neyer, Jr., ABSENT/EXCUSED

Mr. Portune, AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a Resolution adopted by this Board of County Commissioners in session this 13th day of November, 2002.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the County Commissioners of Hamilton County, Ohio, this 13th day of November, 2002.

  
Jacqueline Panioto, County Clerk  
Board of County Commissioners  
Hamilton County, Ohio

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The condition of the existing infrastructure is very poor. Lack of a storm drainage system has left broken edges and, deteriorated shoulders (see photos). The project involves a section of roadway that must be resurfaced, as well as widened, to be able to continue service to the area. The profile grade needs improvement, and a storm drainage system is needed to adequately drain the roadway. This road is classified as an Urban Collector.

## 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project will significantly impact safety by providing a left turn lane at the intersection and improving the radius returns at the intersection with Beechmont Avenue (SR 125). Since 1997, there have been 57 accidents at this intersection. ***Please see the accident report summary sheets and copies of the accident reports included in this application.*** The left turn lane will improve safety and reduce the number of rear-end and head-on collisions, as per the reports attached. This project was one of the improvements recommended by the Beechmont Avenue Corridor Study and will help improve the capacity of Beechmont Avenue.

## 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are significant portions of this project dealing with health issues.

**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Rybolt Road Realignment

Priority 2 Winton Road Improvements Phase III

Priority 3 Ancor Connector Road

Priority 4 Winton Road Improvements Phase II

Priority 5 Rapid Run Road

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes            If yes, what user fees and/or assessments will be utilized?

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**6) Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

This area has experienced tremendous growth through the last ten years.

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

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9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The proposed project will facilitate easier left turn movements for traffic at the intersection. A wider pavement will also be less hazardous to motorists than the current condition. This will make the intersection safer and result in fewer accidents. Please see the attached accident reports and summary.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and owners will meet with R/W agents. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. 12 months.



**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Greenwell Road (See the attached map.)

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

**NO BAN**

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 8,194 X 1.20 = 9,833 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy \_\_\_\_\_ Specify type \_\_\_\_\_

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? \_\_\_\_\_YES XNO (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**SCIP/LTIP PROGRAM  
ROUND 18 - PROGRAM YEAR 2004  
PROJECT SELECTION CRITERIA  
JULY 1, 2004 TO JUNE 30, 2005**

NAME OF APPLICANT: HAMILTON COUNTY PUBLIC WORKS

NAME OF PROJECT: GREENKELL / GLENROY / SCHROER

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - *Poorly documented importance*

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - *Poorly documented importance*

0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

5) Will the completed project generate user fees or assessments?

10 - No  
0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment  
7 - The project will directly secure new employment  
5 – The project will secure new employment  
3 – The project will permit more development  
0 - The project will not impact development

Appeal Score

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement  
10 – 50% or higher  
8 – 40% to 49.99%  
6 – 30% to 39.99%  
4 – 20% to 29.99%  
2 - 10% to 19.99%  
0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher  
8 – 40% to 49.99%  
6 – 30% to 39.99%  
4 – 20% to 29.99%  
2 – 10% to 19.99%  
1 – 1% to 9.99%  
0 - Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 - Project design is for future demand.  
8 - Project design is for partial future demand.  
6 - Project design is for current demand.  
4 - Project design is for minimal increase in capacity.  
2 - Project design is for no increase in capacity.

Appeal Score

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16  
3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16  
0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact  
8 -  
6 - Moderate impact  
4 -  
2 - Minimal or no impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

\_\_\_\_\_

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

\_\_\_\_\_

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\_\_\_\_\_

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The jurisdiction shall include in its application the type, *frequency*, and *severity* of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## **Criterion 3 – Health**

The jurisdiction shall include in its application the type, *frequency*, and *severity* of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? **In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

**Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and *status of design plans as demonstrated by the applying jurisdiction and* OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

**Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

**Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

**Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

**Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

**Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.